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Railroads

1. The Karlovo-Pirdop-Sofia rail line is scheduled for completion by the end of 1952. The line is single-track, standard gauge, and rails have been laid and ballasted along the whole route except at Klisura. Work is held up pending completion of the tunnel outside Klisura.
2. Trudovaks are still working on the Makotsevo-Klisura stretch of the Sub-Balkan rail line which is to be officially opened on 9 September 1952. The line is single-track, standard gauge.

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Roads

3. The majority of Bulgarian roads are in the same condition as they were before the Communists attained power on 9 September 1944, although many of the roads are not as well maintained.
4. The Khaskovo-Dimitrovgrad-Plovdiv-Pazardzhik-Sofia road, 290 kilometers long and six meters wide, is well maintained; holes have been filled continually. Although of old construction, the road has a capacity of 30-40 tons. In the last three years all bridges along the road have been rebuilt in reinforced concrete and a number have been widened; most of the dangerous curves have been flattened and there are few sharp curves anywhere along the road except on the Bel'ovo-Kostenets-Vakarel section. The Khaskovo-Bel'ovo stretch has shoulders of one meter or more and the road is suitable for widening. There are no shoulders between Bel'ovo and Sofia. Road surfaces are as follows:
 - a. Khaskovo-Dimitrovgrad-20 miles short of Plovdiv: Gravelled road with good surface;

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- b. Twenty kilometers east of Plovdiv to Plovdiv: Paved with granite blocks;
 - c. Plovdiv-Pazardzhik: Macadam; and
 - d. Pazardzhik-Sofia: Mostly granite blocks, small section macadam.
5. The Plovdiv-Karlovo-Pirdop-Sofia road, 220 kilometers long and six meters wide, has a gravelled surface. The road and bridges, of old construction, are poorly maintained; the majority of the bridges are wooden. There are many sharp curves on the Karlovo-Sofia section; the Plovdiv-Karlovo section is suitable for widening. The Karlovo-Sofia section, which runs through mountainous country, has no shoulders.
6. The Khaskovo-Dimitrovgrad-Stara Zagora-Nova Zagora-Burgas road, 330 kilometers long and six meters wide, has a gravelled surface. The road is of old construction and requires constant patching; the weight capacity is approximately 20 tons. The Khaskovo-Sliven section is suitable for widening. The Stara Planina area has a 60-kilometer stretch with numerous sharp curves.
7. The Sofia-Mikhaylovgrad (Ferdinand)-Vidin-Lom-Oryakhovo-Pleven road, 530 kilometers long and six meters wide, is of old construction and requires continuous hole-filling. Bridges are in a poor state of repair and have a weight capacity of only approximately 15 tons. There are numerous sharp curves along this route; there are no shoulders along the Sofia-Mikhaylovgrad section, but the rest of the road is suitable for widening. The road has a gravelled surface.
8. The Plovdiv-Asenovgrad-Smolyan-Devin-Peshtera-Batak-Luzhene-Pazardzhik-Panagyurishte-Karlovo-Plovdiv road, 680 kilometers long and six meters wide, is an old gravelled road which has received little or no maintenance recently. Most bridges are of wooden construction and are in poor condition. The Karlovo-Plovdiv section has one concrete bridge of approximately 25 ton capacity. The road has numerous sharp curves throughout except on the Karlovo-Plovdiv section.

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